



# FLIGHT

*The*  
**AIRCRAFT  
ENGINEER  
&  
AIRSHIPS**



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Founder and Editor : STANLEY SPOONER

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## Flight

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### "FLIGHT" PHOTOGRAPHS.

To those desirous of obtaining copies of "Flight" Photographs, these can be supplied, enlarged or otherwise, upon application to Photo. Department, 36, Great Queen Street, W.C.2

For Sizes and Prices, see Advert. on page xxii.

### DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in this list :—

1927

Nov. 15	....	R.Ae.S. and I.Ae.E. House Dinner and Discussion, at Royal Ae.C.
Nov. 17	....	"The use of the Wind Tunnel in the Prediction of Aeroplane Performance." Mr. R. K. Pierson, before R.Ae.E. and I.Ae.E.
Nov. 24	....	"Modern Developments in Aircraft Instruments." Maj. C. J. Stewart, before R.Ae.S. and I.Ae.E.
Nov. 29	....	First Meeting of Associated Club's General Council, at Royal Ae.C.
Dec. 1	....	"The Problem of the Long Range Flying Boat." Maj. J. D. Rennie, before R.Ae.S. and I.Ae.E.
Dec. 2	....	No. 3 Sqdn. R.F.C. and No. 3 (Fighter) Sqdn., R.A.F. 4th Reunion Dinner, at T ocadero.
Dec. 7	....	"Air Power and its Application." Group-Capt. W. F. MacNeece Foster, Royal United Service Inst.
Dec. 8	....	"Fog." Capt. F. Entwistle, before R.Ae.S. and I.Ae.E.

## EDITORIAL COMMENT.



BETTER late than never" is a proverb which seems to apply particularly to British seaplane development. For several years after the war, and necessarily to a large extent during the war when there was little opportunity for development work of a specialised nature, the seaplane type of aircraft was sadly neglected in this country. This applied to the flying boat particularly, but also to some extent to the twin-float seaplane, although in the case of the latter, the problems were not, perhaps, quite so difficult, owing to the greater similarity to the landplane. Practical experience up to that time rather indicated that the flying boat was a somewhat inefficient craft, in point of useful load per horse-power, compared with the landplane. Moreover, development of the flying boat involved a great deal of research and experimental work, and in view of the rather doubtful efficiencies which might ultimately be achieved, there was great temptation to take the line of least resistance and devote attention to the type which was most likely to give immediate promise of progress. Consequently the landplane was the type to be chosen for the opening of civil aviation routes, and was the type with which the change from military to commercial aviation was made. We have now reached a stage where safety and reliability have been attained to an extent which could scarcely have been foreseen when, in 1919, the old "Air Transport and Travel" company, mainly through the heroic efforts of its pilots, succeeded in operating the first English commercial air route. As the machines employed were in many cases military types converted into passenger carriers, or at most designed before the commercial requirements were understood, it was small wonder that the pioneer company failed to make a commercial success of its air lines. It did, however, gain a lot of very valuable experience in the operation of aircraft over one of the worst routes in Europe. Subsequent air routes, including those still operated by Imperial Airways, were in the main content to follow the lead established in 1919, and apparently no one thought

seriously of the seaplane, or more particularly of the flying boat. It is true that a travesty of a flying-boat service is still operated over the Southampton-Channel Islands route, but it is difficult to regard this as being other than an expedient to comply with the regulations laid down in the subsidy scheme.

Fortunately for the British Empire one or two firms had the foresight to realise that for an Island Empire like the British the seaplane was the logical type, and in spite of lack of encouragement they persevered with the work in which they had made themselves specialists. Progress was naturally slow, but each successive type did clearly and undoubtedly represent an improvement on the previous model, and in due course the promise of the type became so obvious that the authorities were compelled to take notice, and to give their encouragement in the form of orders. At first these were, as was, perhaps, to be expected, of a very modest nature, but gradually they increased, and with them increased both the air and the sea qualities of the machines produced.

The seaplane can now be said to have been firmly established, and it is permissible to assume that now there will be, can be, no turning back. Even if the seaplane were slightly less efficient than the landplane of the same power and approximately the same weight, the type would be worth developing because of the peculiar geographical problems of British Empire communications. Fortunately, however, recently research has indicated as a practical certainty that with just a little more development the seaplane, and in particular the flying-boat, can be made to get off the water with as great a loading per horse-power as that of any aeroplane which has ever succeeded in getting off the land. We do not claim that a flying-boat has yet been produced which will do this. But we do hold that the flying-boat that will do it is in sight. Recent overload trials of various flying-boats have shown that, with existing types, it is possible to "unstuck" with power loadings of about 20 lbs. per horse-power. Improvements in hull design, and especially in the design of the "steps" will, without doubt enable considerably greater loadings to be used and still to be able to get over the "hump speed." At the same time, the tendency in modern hull design is towards smaller, or shallower steps, which is merely another way of saying steps which offer less head resistance when the machine is in the air, so that the aerodynamic efficiency of the flying-boat is catching up with, or even overtaking, that of the landplane. The combination of these two factors will make the flying boat a very serious rival of the aeroplane for commercial work over Empire air routes, and personally we see in the two great flying-boat flights of 1927, a sign of the realisation of this fact by the powers that be. The Far East Cruise, by four Supermarine-Napier metal hull "Southamptons" under the command of Group-Captain Cave-Browne-Cave, which is now in progress, and the survey flight upon which Sir Alan Cobham is starting next week in a Short Rolls "Singapore," both make use of the metal-hull flying boat of modern design. Both flights will cover large portions of the British Empire where air services are bound to be established in the not very distant future. And, finally, neither flight could have been undertaken by landplanes.

Other nations have sent single flying boats out on trips of very considerable magnitude, but never before have such two flights as these been under-

taken, and it is a matter for justifiable pride that Great Britain should be the first nation to utilise the flying boat in this ambitious way.

Thus the flying-boat is distinctly coming into its own, and what is chiefly required now is a strong seaplane policy on the part of the British authorities, civil as well as service. The flying-boat has come to stay, and already Great Britain can claim to have pushed flying-boat design to a stage considerably in advance of that of any other nation. If the proper support is forthcoming, British flying-boat designers will give this country a lead in this particular branch which will be of immense value in the future. Already we have produced the best flying-boats in the world. In the Schneider Trophy seaplanes, of quite a different type, Britain has produced the fastest aircraft in the world, notwithstanding the new Macchi record. Never in the history of flying has seaplane progress looked so promising. But to reap the fruits of the work already done, it is essential that there should be no slacking off in our efforts. FLIGHT has, we once again repeat, been affectionately dubbed "The Seaplane Paper" on account of our advocacy for years (in and out of season, we are afraid) of this type of aircraft. Events are beginning to prove us right, and we shall continue to support any efforts which we consider to tend towards a strong seaplane policy in the future.

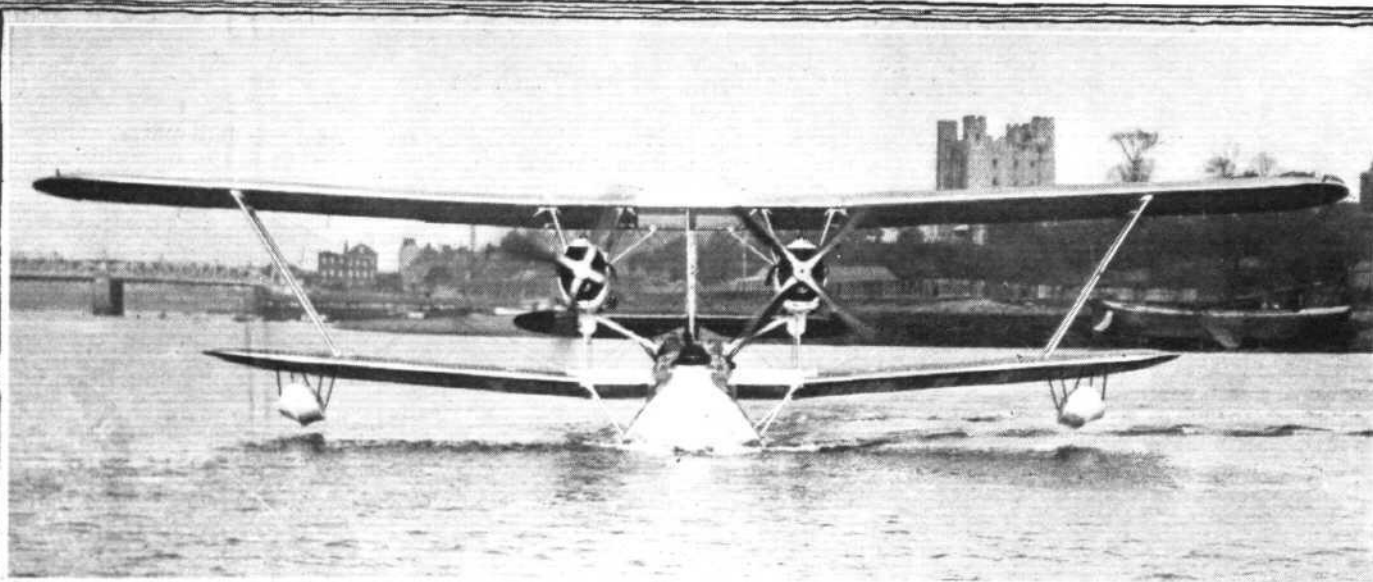
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**Gone—  
but not for  
Long?**

The world's speed record for seaplanes—established by Webster in the Schneider Trophy Race, has not been allowed to stand for long. Major de Bernardi, Italy's crack pilot, flying one of the Macchi mono-planes with Fiat engines built for the race, has raised the record over the straight-line course to 477·876 km. per hour (296·82 m.p.h.). Webster's average speed over the triangular Schneider course was 453·282 km. (281·54 miles) per hour, so that Bernardi's average was some 15 m.p.h. faster than Webster's. In view of the fact that the British record was established over a triangular course, and with a machine having to carry enough fuel for about one hour's flight, there is no need to despair. True, de Bernardi's best speed (presumably down-wind) is reported to have been 504·672 km. (313·46 miles) per hour, and thus he is the first human being to have been officially timed to travel at a speed exceeding 300 m.p.h. All honour to him, and to the Macchi and Fiat firms who built the machine and engine that made this record possible. Nobody will rejoice more sincerely in this Italian triumph than British aviation circles. Italy had very bad luck in the Schneider race, and her magnificent effort in getting a machine and engine in trim for a speed record flight so soon after the race is worthy of the greatest praise. At the same time, we warn our very good friends the Italians that Great Britain will not long rest content with second place.

It naturally takes some time to get machine and engine ready, but we are confident that the Supermarine S.5, winner of the Schneider Trophy, will be able to beat the Italian record. The Napier engine proved itself very reliable in the race, and it is probably safe to take a few more "horses" out of it for a short flight such as is required for a straight-line record. Minor modifications to the machine may also add a few miles per hour, and personally we have no doubt whatever that the British machine will exceed the Italian performance, magnificent as it is.





[“ FLIGHT ” Photographs]

**THE FLIGHT AROUND AFRICA :** Three views of the Short “ Singapore ” all-metal flying-boat, fitted with two Rolls-Royce “ Condor ” engines, which will be used by Sir Alan Cobham on his forthcoming 20,000 miles’ flight.

# THE SIR CHARLES WAKEFIELD SURVEY FLIGHT ROUND AFRICA

## Sir Alan Cobham's New Venture

ON or about November 15, Sir Alan Cobham sets out on yet another of his historical flights. This new venture of Sir Alan's—a survey flight through and round Africa—is perhaps the biggest and most important he has yet attempted, and it differs from his previous flights in several respects. In the first place, whereas his other African and Australian flights were carried out primarily with the object of arousing interest in aviation generally, the forthcoming flight has a very definite mission in view, which may be the means of opening up important developments in civil aviation.

Secondly, this time Sir Alan has forsaken his trusty D.H.50 for a larger and more powerful mount—the Short "Singapore" all-metal flying-boat fitted with two 700 h.p. Rolls-Royce "Condor IIIa" engines. The magnitude of the present undertaking, it should be noted, calls for this change in the type of machine employed.

Once again has Sir Charles Wakefield come forward to assist Sir Alan Cobham, and it is through him, and the combined assistance of certain members of the British aircraft industry, that this present flight has been made possible. While Africa is again the venue of operations, the route and programme of the flight will differ considerably from Sir Alan's previous African flight.

Considerable interest is being taken in the expedition by the Air Ministry, which has placed the Short "Singapore" at Sir Alan's disposal, in addition to giving much valuable information and assistance.

The objects of the expedition are as follows: To survey certain sections of the route through Africa and to investigate flying conditions and the commercial possibilities of air lines through the centre of Africa and along the West Coast. Frequent stops en route will be made for this purpose and in order to meet representatives of the governments and large commercial organisations along the route with a view to getting their support for commercial air services.

Furthermore, Alan Cobham Aviation, Ltd.—the Directors of which company are Sir Alan Cobham, Lieut.-Col. Warwick Wright, and E. A. Merkel—has entered into an agreement with North Sea Aerial and General Transport, Ltd., by which their interests in a proposed Cape-to-Cairo service are amalgamated. Sir Alan Cobham will, therefore, be acting on behalf of both concerns—which will be known as "Cobham-Blackburn Air Lines, Ltd."—during the flight.

In this connection it may be of interest to note that it is intended to carry out a return flight over the Khartum-Kisumu section—where the North Sea Aerial and General Transport Co. have already been operating an experimental service—in order to gain experience of the conditions on the

Nile with a large flying-boat. As much mail matter as possible will be brought from England to distribute over this section, and on the additional return trip it may be possible to carry mail also. On this latter point, however, an announcement will be made later. We understand also that it may be possible to carry one or more passengers from point to point over any one section of the route, but no arrangements can be made in advance, as the dates for arrival and departure will depend on the amount of business that has to be attended to on the ground at different points. As previously pointed

out, Sir Alan hopes to meet official and commercial representatives at each stopping place—and, if necessary, go up country anywhere—in order to discuss civil air transport or aerial survey as applied to any particular district.

As regards the route to be followed, this will be as follows. All being well it is hoped to leave Rochester at about 12.30 p.m. on November 15, and proceed up the Thames, through the heart of London, as far as Reading. Londoners will thus have an opportunity, not only of seeing one of the latest types of flying-boat, but of wishing Sir Alan Cobham a hearty God Speed.

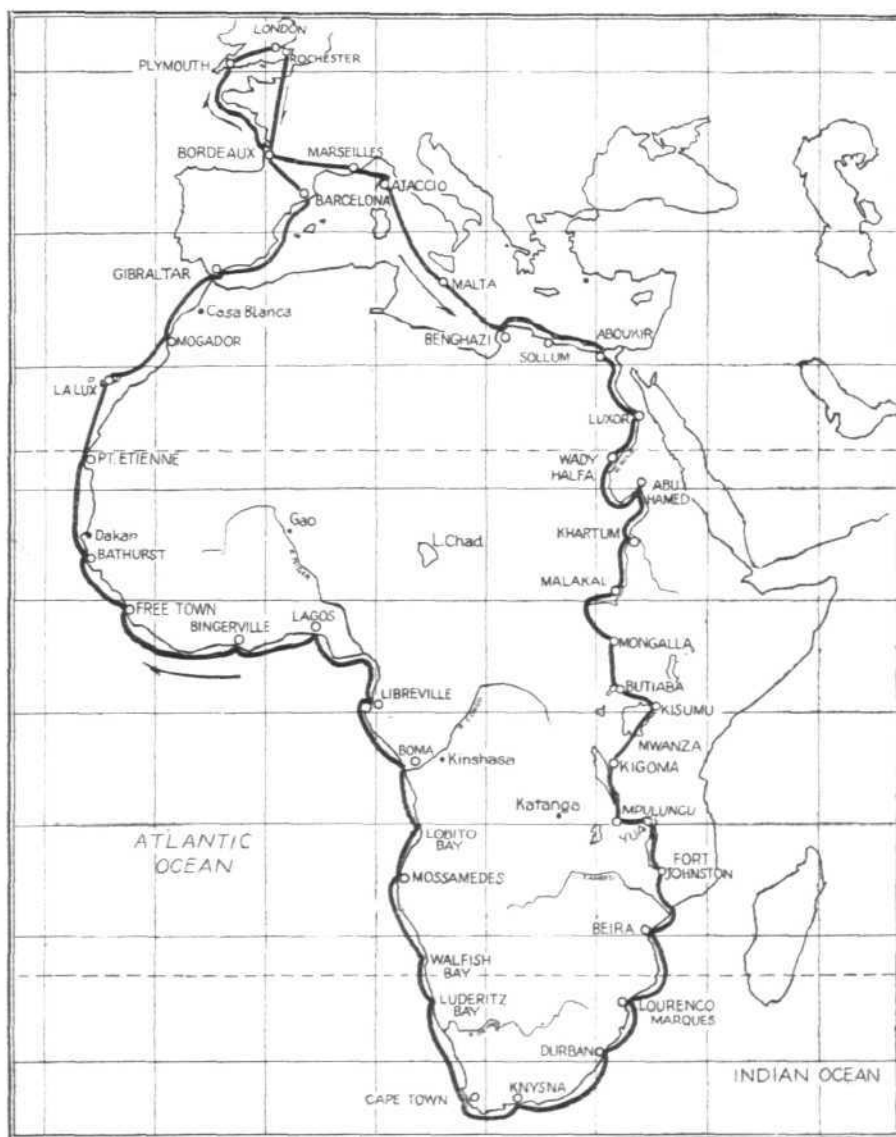
From Reading a 40-mile overland trip will be made to Calshot on Southampton Water, where a stop for the night will be made. After this the journey will lie along the usual seaplane route to Cairo via Bordeaux, Marseilles and across the Mediterranean. From Cairo the more or less familiar route up the Nile to Kisumu will be followed, thence along the Great Lakes, Victoria, Tanganyika and

Nyassa. This will complete a section of 5,000 miles of British African territory, and then a journey will be made across Portuguese East Africa, via the Zambesi River, to the coast and Beira.

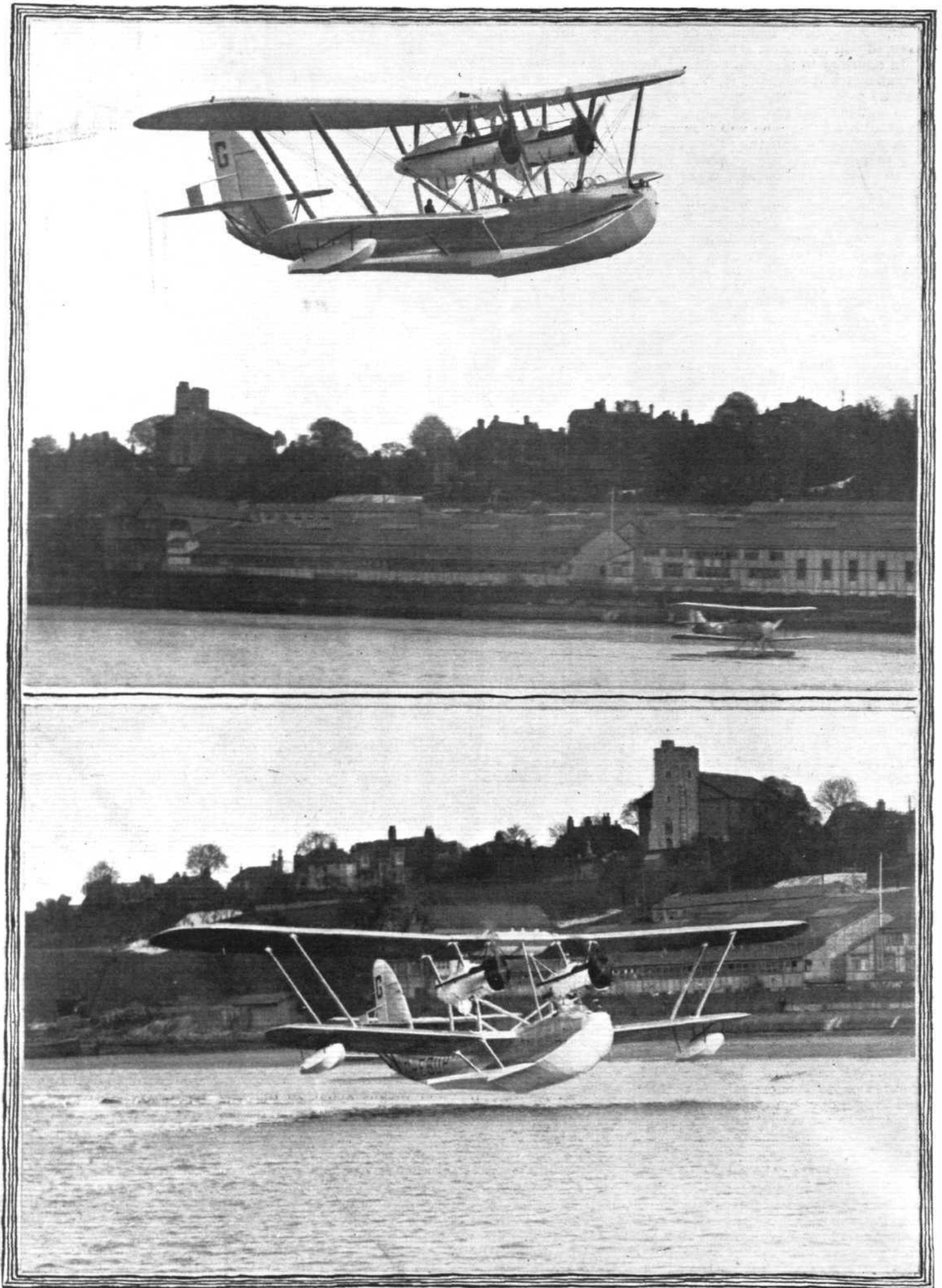
The south-east coast of Africa will then be followed to Durban and Cape Town, where the outward stage is completed.

On the homeward journey the whole of the western coast of Africa will be followed up to Gibraltar, calls being made at most of the British Possessions en route. This section—the first half of it, at any rate—will be of special interest, as we do not believe a British aeroplane, particularly a flying-boat, has ever been seen before in this part of the world. From Dakar, in French Senegal, onwards, aircraft are now, of course, familiar objects, as air services have been in operation in that part for some time, to say nothing of the various long-distance flights that have frequently passed that way.

From Gibraltar the concluding stages of the new flight will lie along the east coast of Spain until the outward trail is once again struck in the south of France—and so home.



Sketch Map of the route to be taken by Sir Alan Cobham.



[“FLIGHT” Photographs]

**TESTING THE SHORT “SINGAPORE” :** These two views show the machine undergoing tests for Sir Alan Cobham, piloted by Mr. Lankester Parker, at Rochester, where the works of Short Brothers are situated. The Wakefield Survey Flight around Africa is scheduled to start on or about November 15.



which, it is expected, will be reached by the end of February next. Altogether, including deviations, the total distance covered will be about 20,000 miles.

In addition to Sir Alan Cobham, the other members of the expedition will be Capt. H. V. Worrall (late R.N.A.S.), who will be second pilot, Mr. C. E. Conway and Mr. F. Green, who will care for the "Condors," and Mr. S. R. Bonnett, of the Gaumont Co., who will "shoot" the flight.

A complete list of the places included in the whole flight, together with the approximate distances in miles, is given at the end of this article, while we also give a sketch map showing the same.

As regards the Short "Singapore," which has already been illustrated in *FLIGHT*, this is a twin-engined flying-boat of all-metal construction, Duralumin being the principal material employed, not only for the hull, but for the wings also. One of these boats, it will be remembered, took part in the recent R.A.F. flying-boat cruise round Scandinavia.

The outstanding features of the "Singapore" are, comparatively small size for the load carried, extremely clean and pleasing appearance, and an interesting hull-construction. This latter consists of a number of approximately circular transverse rings, to which the outer covering is riveted. Longitudinal stringers are absent, but in their place are short longitudinal stiffeners between and interrupted by the transverse rings. The skin, or outer covering, of the hull thus takes a large share of all the loads.

The two Rolls-Royce "Condors" are mounted, in neat streamline nacelles, midway between the wings. Sleeping bunks are provided in the hull, as well as arrangements for cooking hot meals for the crew.

Finally, the whole of this new African survey flight has been very thoroughly organised all along the route, fuel and oil, spares, and landing arrangements having been "fixed up" at all the points of call. Space will not permit a detailed account of all this organisation, but we wish to record the following names of some of those who have given generous support and assistance to Sir Alan Cobham in his new venture:

The Air Council, who have provided the Short "Singapore"; Sir Charles Wakefield, who has made the flight possible; Short Bros. of Rochester, the designers and constructors of the "Singapore"; Rolls-Royce, Ltd., the designers and constructors of the "Condor" engines; Accles and Pollock, Ltd. (steel tubes); Brown, Bayley Steel Works (stainless steel); Bruntons, Ltd. (streamline and swaged rods); J. Marston, Ltd. (radiators); The Airscrew Co. (airscrews); Triplex Safety Glass Co. (windshields); Llewellyn Ryland, Ltd. (varnish and enamel); Cellon, Ltd. (dope); British Thompson-Houston Co., Ltd. (B.T.H. Magnetos); Robinhood

Engineering Works, Ltd. (K.L.G. plugs); C. C. Wakefield and Co., Ltd. ("Castrol"), Shell-Mex, Ltd. (Petrol), etc.

Point of Call	Approx. Distance. Miles	Dumps of	
		Petrol (Gals.)	Oil (Gals.)
Rochester .. ..	0	610	51
Bordeaux .. ..	770	600	26
Marseilles .. ..	280	240	10½
Ajaccio .. ..	220	180	10½
Malta .. ..	535	420	15
Benghazi .. ..	420	330	21
Sollum .. ..	375	300	21
Aboukir .. ..	450	360	51
Luxor .. ..	390	300	15
Wady Halfa .. ..	300	240	15
Abuhamed .. ..	500	420	21
Khartum .. ..	320	240	51
Malakal .. ..	450	360	15
Mongalla .. ..	400	300	15
Butiaba .. ..	230	180	12
Kisumu .. ..	300	240	52
Mwanza .. ..	210	180	12
Kigoma .. ..	460	360	15
Mpulungu .. ..	300	240	15
Yua .. ..	200	180	12
Fort Johnston ..	340	270	15
Beira .. ..	450	360	24
Lorenço Marques ..	530	420	24
Durban .. ..	320	240	51
Knysna .. ..	600	480	21
Cape Town .. ..	300	240	15
Luderitz .. ..	550	450	18
Walfish Bay .. ..	290	240	12
Mossamedes .. ..	580	480	24
Lobito Bay .. ..	240	180	52
Boma .. ..	520	400	21
Libreville .. ..	600	480	21
Lagos .. ..	600	480	21
Bingerville .. ..	540	420	21
Freetown .. ..	730	600	51
Bathurst .. ..	430	330	15
Port Etienne .. ..	570	480	21
La Lux (Canary) ..	570	450	21
Mogador .. ..	430	330	15½
Gibraltar .. ..	440	330	15
Barcelona .. ..	630	480	20
Bordeaux .. ..	370	300	10½
Plymouth .. ..	460	300	15
London .. ..	310	—	—

## Aerial Forest Reconnaissance

MR. R. BOURNE, of the Imperial Forestry Institute, Oxford, who has been touring Northern Rhodesia in order to advise the Government there on its future policy, made the following interesting statement to a representative of the *Johannesburg Star*:—"I may say that I took the opportunity of verifying the recent developments which have taken place in aerial forest reconnaissance over wide tracts of bush country in these parts, and from what I have seen there seems every possibility that in the near future, given certain conditions, vegetation and soil surveys may be carried out at practically a nominal cost. Hitherto the cost has always been the great obstacle, but now, for the first time, it is felt that that obstacle can be removed and that these great tracts of territory can be surveyed in a way which should lead to more economical agriculture settlements and the more rapid development of the country's mineral resources." Mr. Bourne made several flights with the Aircraft Operating Co.'s expedition that has been at work in Rhodesia for some time past.

### A "Super-Super" Wal

For very many years there has been a keen rivalry between two German aircraft designers, Herr Rohrbach and Herr Dornier. Of recent years the competition between them appears to have centred to a considerable extent upon which of the two can produce the largest machine. The latest type to emerge from the sheds of the Friedrichshafen works of Herr Dornier is a flying boat that may be described as a "Super-Super" Wal. The original Super-Wal, it may be recollected, had two Rolls-Royce "Condor" engines placed in tandem above the monoplane wing. The "Super-Super" has no less than four engines, the tandem pairs being placed side by side. The engines are Bristol "Jupiters," giving a total power of 1,800 b.h.p. Cabin accommodation

is provided for 23 passengers in two cabins, 14 in one and nine in the other. 78 h.p. per passenger does not strike one as a particularly commercial proposition, but possibly the quantity of fuel carried is sufficient for a considerable range. No performance figures are available, but the main dimensions of the "Super-Super" Wal are: length o.a., 24.6 m. (80 ft. 8 ins.); wing span, 28.5 m. (93 ft. 6 ins.); wing chord, 5.3 m. (17 ft. 5 ins.); total wing area, 143 sq. m. (1,540 sq. ft.).

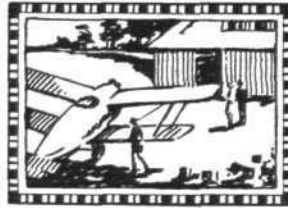
### New Passenger Monoplane

THE all-metal passenger monoplane "Inflexible," built by Beardmores, Ltd., to the designs of Dr. A. Rohrbach, the German designer, is shortly undergoing its first tests at the Air Ministry experimental aerodrome at Martlesham. It is fitted with three Rolls-Royce "Condors" of 700 h.p. each, and weighs about 20 tons.

### A Pioneer leaving England

WE are sure our readers will learn with regret that Mrs. Hilda B. Hewlett has decided to leave England for good, and to take up her domicile in New Zealand. Mrs. Hewlett founded the firm of Hewlett and Blondeau in the very early days of flying, and her school at Brooklands was one of the most popular in the country. Later on the firm moved to Leagrave, Bedfordshire, and during the war a very large aircraft establishment was erected, where many thousands of aeroplanes were produced. The firm of Hewlett and Blondeau always had a reputation for good workmanship, and this was in no small measure due to the very practical personal interest which Mrs. Hewlett took in even the smallest detail. We are sure our readers will join us in wishing Mrs. Hewlett every happiness in her new home, and in hoping that she will not allow distance to dim her interest in the cause which she has for so long had at heart.

# PRIVATE



# FLYING

## A Section of **FLIGHT** in the Interests of the Private Owner, Owner-Pilot, and Club Member TOURING EUROPE IN A WESTLAND "WIDGEON"

By **SQ.-LDR. THE HON. R. A. COCHRANE, p.s.a.**

I HAVE been asked to write some notes on a month's tour round Europe, recently completed by Flight Lieut. Drew and myself on a Westland "Widgeon," with a "Cirrus II" engine. The trip was undertaken as a pleasure tour, with the idea of seeing something of Europe, and with the hopes of spending our leave outside the zone of continuous rain. We started out on September 1, with the intention of flying round Germany, and then on to Venice, by the 25th, for the Schneider Trophy. We were able to fly on every day on which we intended to, and were never forced to postpone our departure or alter our route on account of the weather, yet I do not think that it was more than normally favourable for that part of the Continent.

The actual route followed is shown on the map. Allowing for a few deviations for visiting towns, the distance flown was 3,860 miles in 52 hours' actual flying time, which gives a mean ground speed of 74 m.p.h. As the wind was more often against than with us, this is quite a fair average, and corresponds to an air speed of about 82 m.p.h. Our consumption of petrol worked out at 16.4 miles per gallon, the figure being obtained by dividing the distance flown by the total amount of petrol consumed. It, therefore, includes all petrol used for running up and taxiing—the latter a heavy item on German aerodromes—and does not allow for the effect of head winds.

The consumption is a good deal higher than that sometimes quoted in light aeroplane performances, but it represents a good average figure for a month's tour. The oil consumption, including oil wasted when cleaning the sump, worked out at 1.65 pints per hour. We carried 120 lbs. of luggage and spares, which gave us a large and medium-size suit case and sufficient clothes to meet the sartorial requirements of such diverse places as Berlin and the Lido.

In case it may be of interest, I give an analysis of all expenses incurred in connection with the flying part of the trip, with the exception of the depreciation of the machine:—

	£	s.	d.
Petrol, oil and insurance .. ..	53	10	0
Transport to and from aerodromes ..	8	14	0
Landing and housing fees .. ..	3	6	0
Customs dues .. ..	2	0	0
Maps .. ..	1	7	0
Permits to fly .. ..	0	9	0
Maintenance and repairs .. ..	1	0	0
<b>TOTAL .. ..</b>	<b>70</b>	<b>6</b>	<b>0</b>

or a total cost of 4.37d. per mile.

The figure for maintenance and repairs consists of sundry tips to mechanics, who helped in filling up the machine. We actually used no spares whatever. As illustrative of that queer thing, comparative values, it may be mentioned that, for the cost of one aperitif on the Lido, one might buy sufficient petrol in England to fly 40 miles. I do not pretend to judge which alternative is productive of the greater pleasure, but the fact remains that the flying costs were by no means the heaviest item in the total budget.

As a matter of interest, the cost of the same trip by rail, visiting the same towns and travelling third class in England and second class abroad, would have been £44 16s., while if we had travelled first class all the way, it would have been £65. 2s. While on the subject of costs, let me warn those who arrive in a town by air that they should be guarded in their remarks until the price of their rooms has been duly arranged. They will then be able to enjoy the look of mortification on the proprietor's face when he realises the chance he has missed, for arrival by private aeroplane places one in the same category as the owners of Rolls Royce's and other unattainable luxuries, and as such, eligible for the third degree of robbery.

### Impressions of the Tour

I do not propose to give a detailed account of our trip. Our progress was entirely normal, and, by never leaving an aerodrome before noon, if it could possibly be avoided, we managed to escape all semblance of hurry. A few brief impressions of this type of flying may, however, be of interest. During the month that we were away we flew over some very varied country, but only on one section—that between Hamburg and Bremen—where we encountered low cloud, drizzle and cold wind, can the scenery have been described as uninteresting. For the rest, the country we flew over was sufficiently varied to provide continuous interest, and it was only when flights of over two hours at a stretch had to be attempted that one felt inclined to sit back and let the earth slide past without the effort of sightseeing.

I have often heard it suggested that one sees nothing of a country from the air, but I think it is fairer to say that one sees only as much as one is prepared to look for, or as one has the knowledge to understand, although one does occasionally pass over signs too obvious to be missed. To give a few examples:—When flying from Ostend to Brussels in the late summer, anyone interested in gardens would have his attention forcibly drawn to a system of formal gardening which embodies colour schemes so brilliant as to dazzle the eye



**THE WESTLAND "WIDGEON":** Squad.-Ldr. The Hon. R. A. Cochrane and Flight-Lieut. Drew made their interesting and successful European air tour on the Westland "Widgeon" (Cirrus II engine). The monoplane proved very stable in bumpy weather and a pleasure to fly. Neither the machine nor engine gave the least trouble during the long trip, thereby fully living up to their deserved reputations.



at 1,000 ft. Again, flying from Frankfurt across the Thuringerwald, no one could fail to admire the wonderfully compact villages, with never a cottage or a barn outside, or to wonder by what process the surplus population is disposed of.

Even the sight of a great quarry where brown coal is worked, with, next to it, a gigantic power-house radiating wires to every point of the compass, forms a picture of enterprise and prosperity which offsets the poverty of much of the swamp land in the north of Germany. On a larger scale the journey from Budapest to Belgrade provides the picture of a transformation whose existence may be hidden in books of statistics, but the reality of which can only be grasped from the air. The transformation takes place at the new boundary between Hungary and Yugo-Slavia. On the Hungarian side, a wide plain dotted with peasant holdings, the soil sandy and poor—much of it obviously salted—and the peasants in many cases living in hovels of the worst type. On the other side of the frontier, a similar wide plain, but composed of a rich alluvial soil, supporting great villages of prosperous-looking houses.

Another example is seen on a flight from Zagreb, in Croatia (Yugo Slavia) across the Italian frontier and on over the central Italian mountains to Pisa. The route in both countries passes over mountainous areas, but whereas in Croatia the mountains are covered with trees and only the bottoms of the valleys are cultivated, in Italy every inch is occupied and the mountains are terraced to the very peaks.

or the local aerodrome official as soon as the machine lands and is handed back, duly stamped, just before leaving. At the end of a long trip it becomes adorned with a very fine collection of rubber stamp marks and many illegible signatures.

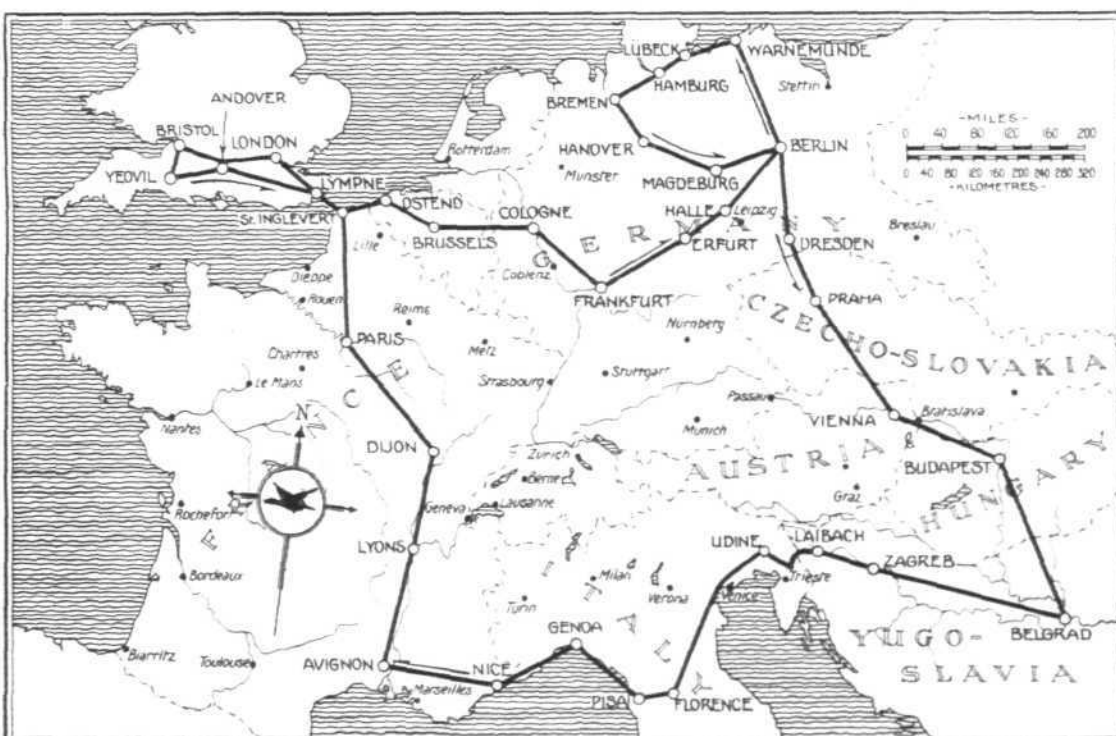
The Certificate of Airworthiness:—This lives in a pocket in the back of the Journey Log Book and is only inspected if the police discover that, mounted on it, there is a beautiful photograph of the machine. Comparing this with the original passes away many a weary minute.

Pilots' Licences:—These appear only to be called for by police who are working up for promotion to sergeant, but it is as well to carry them in a handy place.

Customs Tryptique:—This is obtained from the Royal Aero Club for a fee of 31s. 6d. and enables one to arrive or depart from certain countries without paying duty on the machine. Curiously enough, it is not sufficient by itself when leaving England, and it is necessary to produce Forms 150 and 152 (on sale at H.M. Stationery Office) in order to satisfy our Customs. The Tryptique is undoubtedly of great value, but, after flying through Germany, Austria, Hungary and Yugo-Slavia—where there are no Customs formalities regarding the aircraft—it is rather a strain to have to explain to an Italian Customs Officer exactly what the forms, printed in French only, really mean. It is well to allow an hour, unless one is a linguist in some other language than one's own.

Permits to Fly:—Permission to fly over certain countries

With the Westland "Widgeon" on Tour: On this private air trip round Europe Squad.-Ldr. The Hon. R. A. Cochrane and Flight-Lieut. Drew covered nearly 4,000 miles in the course of 52 hours' flying time. The tourists flew over fresh trails, although touching at most of the prominent aerodromes of Europe. In their Westland monoplane they found an ideal machine for private flying, for throughout the trip it maintained a high efficiency.



Such contrasts provide pictures of economic problems which cannot well be ignored. The few examples quoted above could be multiplied many times, but those I have given are, I hope, sufficient to show how the broad outlines of a country can be seen from the air in a manner impossible by any other means.

It is a new form of sightseeing, but a most interesting one, and, I am certain, one that will attract more and more those who want to see a country and who are not content to count the telegraph poles from the window of a train, in the intervals between removing smuts from their eyes.

At present the average traveller by air misses a great deal through lack of knowledge. One day someone will write a book for use in the air—it will tell in delightfully simple language all about the country one is flying over: how the peasants work, the reasons for the different methods of parcelling out the land, why some people live in compact villages while others scatter their houses over the countryside, how the forests are looked after, and many other such conundrums. But, even without such a guide, a trip round Europe by air is geography without tears.

## SOME GUIDING HINTS

The following paragraphs have been written in the hope that they may be of some assistance to private owners making their first visit abroad. Papers to be carried in the machine:—The Journey Log Book:—This is a blue affair, supplied with the machine. At most aerodromes it is taken by the police

(for list see *Air Pilot*, Monthly Supplement, No. 23) has to be obtained from their Legations in London. From our experience it is advisable to allow three weeks for this, except in the case of Austria, which produces a permit on receipt of 9s., and Yugo-Slavia.

The "Air Pilot" Monthly Supplements:—It is entirely a matter of convenience whether these are carried, but they contain, when properly indexed, so much useful information about aerodromes, scales of charges for landing and housing, prohibited areas, places at which frontiers may be crossed, etc., that it is most useful to have them to refer to. The time seems to have arrived when an *Air Pilot* should be produced for each country. Such books would do a lot to simplify private flying and they will, no doubt, be produced in due course.

Flying Regulations:—The details of these are given in the various supplements of the *Air Pilot* for most countries, except Germany, Austria and Hungary. The following notes on aerodrome customs in the latter countries may be of value:—

On arrival at an aerodrome in Germany one is supposed to make a left-hand circuit and then land behind the smoke fire, which is always burning at the landing point. While circling the aerodrome a hooter is blown, which causes the hundreds—in some cases thousands—of citizens who are combining their lesson in airmindedness with a little gentle beer drinking, to look up. Conscious of this gaze, one prepares to land, simulating, as well as possible, membership of the "Veteran



Pilots' Anti-Tilt League," in order to conform to the accepted methods of approach. One's arrival on the ground is generally at such a distance from the crowd that they have returned to their beer before the last bounce has died away. The hooter has also stopped all machines on the ground from taking off, and one is expected to taxi to the watch tower as quickly as possible, in order to clear the aerodrome. On taking off, one taxis out to a man standing by a large flag at the lee end of the aerodrome. It is "polizei verboten" to take off until the man gives the signal with a smaller flag. All this procedure entails a great deal of taxiing, but the man at the flag always welcomes one's eventual arrival with the friendly smile of one flying man to another. Failure to comply with the regulations would certainly be "policey" resented.

**Landing Charges:**—We found that these varied in each country from a modest 5 francs in France to an extremely immodest 10 marks at Halle (Leipsic) in Germany. In the latter country the aerodromes are usually owned by the Municipality or the State, and landing fees are levied according to local tastes. As a rule they vary between 3 and 5 marks for the double event of landing and taking off.

At one aerodrome we heard rumours, the truth of which I am not in a position to confirm, of a certain British pilot who had left without paying the necessary landing fees. The harm which one such person can do to the cause of private flying is difficult to estimate. It seems quite unfair, not only to the country one is in, but also to the pilot who will follow one, to break the regulations and to refuse to pay dues which we levy ourselves on foreign aircraft.

**Maps:**—One can buy beautiful maps of Europe on a scale of 1/300,000, but unfortunately their cost is a very heavy item. In consequence, we only took the layered edition of the International 1/1,000,000, approximately 16 miles to the inch, but, even, so, it cost £1 7s. This edition of the map shows the contours well and it is in general very accurate, except where railway lines have been built since 1914, but it shows no woods and no towns except the largest. In fine weather, with visibility over 10 miles, it is an admirable map to fly on, provided one takes proper care in working out an accurate compass course and in keeping to it. In bad weather, or for a machine without a good compass, insufficient detail is shown and it would be necessary to go to the larger scale. On the

Continent most aerodromes are some distance from the towns they serve and it is essential to mark their exact positions on the map. Full details can be found in the various supplements of the *Air Pilot*. It is no exaggeration to say that in bad visibility, neglect of this precaution may entail a half hour's anxious search. It is also advisable, if one can get the information, to mark in the position of the big W/T stations. Several of these are very close to the direct route between big towns and in bad weather constitute a very definite danger.

## Conclusion

Before concluding, I would like to remark on our freedom from mechanical troubles throughout the trip. As far as the machine was concerned, we tightened up one aileron control and also the undercarriage wires, to take up normal stretch, but, apart from that, we never even pumped up the tyres. The engine also required very little attention and I am certain that a car would have called for more skilled repair and maintenance work for a similar distance. Another point which impressed us was the lack of fatigue after flying. Provided one does not try to rush a tour, the actual flying produced little or no fatigue, particularly on a modern machine and with an engine which has a deservedly high reputation for reliability.

We were lucky, perhaps, to be flying a Westland "Widgeon," which is exceptionally stable in bumpy weather, owing to the position of the wing, and which is provided with controls that are delightfully balanced. The view is also exceptionally good, and this does a lot to relieve anxiety in bad weather. In concluding, I should like to remark on the extraordinarily cordial reception we had on every aerodrome we visited and to emphasise, in particular, the assistance which was afforded us by the Luft Hansa organisation throughout Germany, Austria and Hungary.

It is also worth noting that, as far as we are aware, we never once featured in the local Press under any recognisable names. This is one of the most hopeful features of the trip, since it shows that a tour round Europe by air is now regarded as the normal thing to do, and not, as it was a few years ago, an undertaking ranking in interest only slightly below murder.

## D.H. Items

The Scottish Aeroplane Club are taking delivery of their "Moth X" G-EBUU shortly. At present the machine is being exhibited in the windows of Messrs. Wylie and Lockhead, of Glasgow. Capt. R. W. Reeve flew it from Stag Lane to Glasgow on November 2, accompanied by Mr. J. Robertson, of the *Glasgow Evening News*, who is also a member of the club. G-EBUU ("You-You") is finished in red and gold, the colours of the Scottish standard. The Italian Ministry ordered two "Moths," one seaplane and one land machine. On November 3, Mr. Alan S. Butler, chairman of the de Havilland Aircraft Co., Ltd., left for Italy in the first machine and handed it over to the Regia Aeronautica at Milan on November 6. The second machine was inspected at Rochester on November 9 by General Guidoni, the Italian Air Attache. It will be flown to Rome. It is believed that these "Moths" are the first aircraft ordered by the Italian Government in England since the war. Two "Moths" have gone to Commander Robinson, in Kenya, where he is the de Havilland representative. One has already been sold and the other is for demonstration work. Capt. Reeve, the instructor at the de Havilland Flying School, recently flew a "Moth" to Norway, via Rotterdam, Copenhagen and Gothenburg, to demonstrate it to the Norwegian Army at Lillestrom Aerodrome, near Oslo. Incidentally he had to return by boat, for the "Moth" was instantly bought by a Danish newspaper, *Ude Og Hjemme*.

Capt. H. S. Broad adopted an unusual mode of travel on November 2, when he left Hull for Finland by boat, taking with him a "Moth" seaplane to demonstrate in Baltic countries.

Two "Moths" for the Canadian Government were tested during the week. They are painted bright yellow in order to make them distinctive against snow, or a lake or forest. This is in accordance with Canadian standard practice. The Canadian Government have ordered 10 "Moths" (Cirrus Mark II) for the equipment of flying clubs. The machines are to be delivered in Canada to enable flying to start in early spring.

Mr. L. L. Irvin, of parachute fame, has placed an order for a new "Moth." He has been in the United States since

July and sold his original "Moth," G-EBNX, there. Within three days of his return to this country he had ordered a new machine.

## Liverpool an Air Port?

ACCORDING to the *Daily Telegraph* for November 9 considerable strides have been made since Civic Week towards the development of Liverpool as an air port, to be linked up with the network of air routes throughout Europe. Permission having been received from the Air Ministry, their experts discovered that the town was lucky in having so many suitable sites, and one of these was almost perfect for an aerodrome. Negotiations are still being pursued by the local organisation, but as yet no official statement can be made as to its position.

Imperial Airways are prepared to work an experimental service between Liverpool, London, Belfast and the Continent, while Junker Airways of Germany would be prepared to consider an experimental service from all parts of the Continent to Liverpool. This would include the meeting of Atlantic liners at Liverpool and the conveyance of passengers and mails to a destination on the Continent.

Jointly with the scheme for creating an air port in Liverpool the formation of an air club is being actively pursued, and it is stated that before the end of the year a meeting will be held in Liverpool. More than 50 persons have intimated their intention of joining as flying members, and the Blackburn Aeroplane Company of Leeds have offered to provide a "Bluebird" light aeroplane free when the club is formed. Sir Charles Nall-Cain has also promised to give an aeroplane. Subscriptions amounting to £10,000 will be required from business firms to cover the cost of forming the club and paying rent for an aerodrome whether it belongs to municipal or private owners. The offer of one site free for a year has already been received.

## "Bluebird" on Show.

A BLACKBURN "Bluebird" light aeroplane is on view at the showrooms of Mr. Francis E. Cox, automobile engineer, Albion, Leeds. One object of this exhibition is to attract recruits for the Yorkshire Aeroplane Club, and support for the development of Leeds as an air port.

# LIGHT 'PLANE CLUBS

**London Aeroplane Club**, Stag Lane, Edgware. Sec., H. E. Perrin, 3, Clifford Street, London, W.1.  
**Bristol and Wessex Aeroplane Club**, Yate, Gloucester. Secretary, Lieut.-Col. C. Fleming, Filton Aerodrome, Patchway.  
**Hampshire Aero Club**, Hamble, Southampton. Secretary, Maj. Ross White, Hamble, Southampton.  
**Lancashire Aero Club**, Woodford, Lanes. Secretary, C. J. Wood, Oakfield, Dukinfield, near Manchester.  
**Midland Aero Club**, Castle Bromwich, Birmingham. Secretary, Maj. Gilbert Dennison, 22, Villa Road, Handsworth, Birmingham.

**Newcastle-upon-Tyne Aero Club**, Cramlington, Northumberland. Secretary, A. H. Bell, c/o The Club.  
**Norfolk and Norwich Aero Club**, Mousehold, Norwich. Secretary, H. O. Bennett, 5, Opie Street, Norwich.  
**The Scottish Aero Club Movement**, 101, St. Vincent Street, Glasgow. Secretary, Harry W. Smith.  
**Suffolk Aeroplane Club**, Ipswich. Secretary, Courtney N. Prentice, "Hazel Dell," Stowmarket, Suffolk.  
**Yorkshire Aeroplane Club**, Sherburn-in-Elmet, Yorks. Secretary, D. M. N. Coles, The Aerodrome, Sherburn-in-Elmet.

## LONDON AEROPLANE CLUB

REPORT for week ending November 6.—Flying time, 31 hrs. 15 mins.; dual, 12 hrs. 25 mins.; solo, 16 hrs. 25 mins.; passenger flights, 2 hrs. 25 mins.  
 Dual instruction.—With Capt. F. G. M. Sparks: G. Clemetson, A. Fowler, Capt. Burt, E. R. Andrews, M. P. Susman, J. A. Simson, R. Drysdale-Smith, Rich. Hayes, J. Hedinger, J. Bickley, H. B. Michelmores, G. E. Clair, Miss Fletcher.

With Capt. S. L. F. St. Barbe: E. R. Andrews, Rich. Hayes, A. J. Richardson, F. C. Elford, E. E. Fresson, R. Sanders-Clark, A. H. Dalton, R. G. Edkins, H. Solomon, L. Rowson, M. P. Susman, Dr. Cook.

Solo flying.—L. C. Davey, L. J. C. Mitchell, R. Sanders-Clark, J. G. Crammond, Capt. Burt, J. J. Hofer, W. Roche-Kelly, E. E. Fresson, O. J. Tapper, B. B. Tucker, E. C. T. Edwards, H. Solomon, P. W. Hoare, A. C. Pearson, N. J. Hilbert, E. E. Stammers, Maj. Beaumont, H. Petre, H. B. Michelmores, N. Jones, J. H. Saffery, M. P. Susman, I. C. Horton, W. Hay.

Passenger Flights.—With Capt. F. G. M. Sparks: N. F. Shelley, J. Hedinger, Dr. Chaud Nure. With Capt. S. L. F. St. Barbe: Mrs. Carberry, A. H. Dalton, R. Sanders-Clark. With N. Jones: J. H. Saffery. With I. C. Horton: H. B. Michelmores. With Maj. Beaumont: R. P. Cooper.

Flying return for October.—Dual instruction, 59 hrs.; solo flying, 33 hrs. 5 mins.; passenger flights, 1 hr. 40 mins.; test flights, 8 hrs. 10 mins. Total, 101 hrs. 55 mins.

## BRISTOL & WESSEX AEROPLANE CLUB

FLYING report for week ending November 5.—Total flying time, 10 hrs. 25 mins.; instruction, 6 hrs. 35 mins.; solo, 3 hrs. 50 mins.

Instruction with Mr. Bartlett: Messrs. Arnold, Alexander Moon, Jopp, Tiarks, and T. H. Clark.

Soloists under instruction: Messrs. R. A. Hall, Bathurst, Downes-Shaw, Tratman, C. E. Pitman.

Flying was not possible on Friday and Saturday.

## HAMPSHIRE AEROPLANE CLUB

REPORT for week ending Sunday, November 6.—Total flying time, 18 hrs. 40 mins. Instruction.—10 hrs. Solo.—8 hrs. 15 mins. Joy rides.—10 mins. Test flight.—25 mins.

Instruction with Flight-Lieut. Thomson.—Miss Home, Mrs. Andreae, Mrs. Willis, Commander Hunt, Lieut.-Commander Evans-Penman, R.N., Lieut. Kidston, R.N., Lieut. Richardson, R.N., Capt. Kirby, M.M., Flying-Officer Messenger, Lieut. Mandeville, R.N., Messrs. Cripps, Hall, Southcliffe, Puttock, Williamson, Lowe-Wyde, and Nuthall.

Soloists (Licensed).—Don J. de la Cierva, Lieut. Oliver, R.N., Flying-Officer Messenger, Flying-Officer Southey, Messrs. Brodie, Wells, Bowen and A. N. Other.

Soloists (Unlicensed).—Miss Home, Lieut. Graham, R.N., Lieut. Kidston, R.N., Messrs. Cripps, Fawkes, Shepherd, Molony, Parker, Nicholson and Stanford.

Joy Riders: (With Flight-Lieut. Thomson).—Mr. Brown. (With K. P. L. Bowen).—Mrs. Waterman. (With A. N. Other).—Miss Gardner.

No flying was possible on two days owing to rain and gales.

On Friday, Lieut. Kidston, R.N., made a successful solo flight after only 5½ hours' instruction.

Mrs. McClure flew down from London to this club on Sunday morning with Mr. Tapper in the passenger's cockpit, and stayed to lunch with us.

## MIDLAND AERO CLUB LIMITED

REPORT for week ending November 5.—Number of hours flown:—7 hrs. 45 mins.

Instruction (with Mr. McDonough):—E. Lane, E. Darlington, H. Lattey, J. Brewin, S. Duckitt and R. Brinton.

Solo:—E. J. Brighton, R. Bednell, R. Cazalet and R. Brinton.

The weather has been so bad that flying has only been possible on three days this week.

Our old veteran, G-EBLW, has gone to de Havilland for overhaul after completing 546 hours without an accident, during which time 18 pupils have flown ab initio solos on her. This we submit is a record in flying training.

## NEWCASTLE-UPON-TYNE AERO CLUB

REPORT for week ending November 6.—Flying Time, 19 hrs. 15 mins. Instruction, 9 hrs. 15 mins. Soloists, 15 mins. "A" Pilots, 8 hrs. 45 mins. Tests, 1 hr.

Instruction (with Mr. Parkinson).—Miss Rambaut, Messrs. Fairless, Irving, Griffiths, R. J. Dickinson, Alderson, Hayton, V. Heaton, Horn, Glenny.

Soloists.—Mr. J. E. Glenny.

"A" Pilots (Solo).—Miss Leathart, Mrs. Heslop, Lieut. Hanney, Dr. Dixon, Messrs. D. Wilson and Mr. R. N. Thompson.

## A Moth for the Church

THE Rev. Leonard Daniels is on his way to Australia with a Moth with which he is going to overcome the difficulty of covering his New South Wales parish which is as large as England. Owing to lack of road and rail communication it has previously taken him a year to tour the area, but now he will be within a few hours' flight of his most distant parishioner. Mr. Daniels obtained the funds for his machine by making a

Passenger Flights.—(with Dr. Dixon): Miss Stewart. (With Mr. H. Ellis): Mr. Baxter Ellis, Mr. N. Eassey. (With Mr. Baxter Ellis): Mr. Bulmer. (With Mr. F. L. Turnbull): Mr. R. N. Thompson. (With Mr. Heppell): Mr. Eassey. (With Mr. C. Thompson): Mrs. Heslop, Mr. Luckman, Mr. Lawson. (With Mr. A. Bell): Mr. Oakes, Mr. Wroughton.

Mr. J. E. Glenny carried out his first solo flight on Sunday in excellent style.

The new Moth to be used by the Scottish Flying Club, called at Cramlington on Tuesday, en route for Renfrew, piloted by Mr. Reeve, with Mr. J. W. Robertson of the Scottish Club as passenger.

They left for Renfrew on Wednesday morning.

## NORFOLK & NORWICH AERO CLUB

REPORT for week ending November 6:—Total flying time: 12 hrs. 40 mins. Under instruction with Capt. Lines: Messrs. H. Neave, H. Lindley, and C. Bougrat.

Soloists: Messrs. W. A. Ramsay, R. F. W. Moore, R. Harmer, W. P. Cubitt, F. Gough, S. L. Noakes.

Passengers: Messrs. H. Gilling, N. Paul, J. Morse, and H. C. Green.

For various reasons we seem unable to increase our flying time even though we have now two machines. The chief topic of conversation this week has been the Cabaret-cum-Supper-cum-Dance held last Friday night. This was a huge success and was well attended. Capt. Shaw came down in his solid gold "Moth": his demonstration with balloons at the show was highly appreciated and he has definitely proved to us that the old adage "That which goes up must come down" is still perfectly correct.

Mr. Loader from D.H. also burst in upon us. We all hope to see these two staunch gentlemen again in the not too distant future.

Admitting the above to be a great effort, one was very sorry to find that the social people could not arrange their functions without suspending flying for two days. It rather appears that Capt. Lines is indispensable to such affairs. However, those members who were disappointed in flying are assured that in future flying will not be suspended excepting through unforeseen circumstances.

Answers to Correspondents:—

A. B. C.—Yes! The gentleman taking a stroll on the tops of cars was one of our gallant captains.

I. O. U.—See reply to A. B. C. No! He did not look the same man on Saturday.

Crasher Bill (Flat-Turn Tommy).—So sorry you were on the wrong side of the table. Yes, your neck must feel bad.

W. M.—Lines, yes! he was nice. His hair was set to music (in the "Avro" prop.)

I. B.—Yes, Capt. Ramsay's stock has advanced tremendously. (It usually does in such cases.)

## SUFFOLK AEROPLANE CLUB

REPORT for 14 days ending November 6:—Flying time, 17 hrs. 2 mins. Instruction with Mr. Lowdel: Miss D. Creasy, Dr. Sleigh, S. Schofield, R. Brown, H. Billinton, N. Creasy, G. Hutley, T. Marriage.

Solo: S. Schofield, N. Creasy, C. N. Prentice.

Passengers with Mr. Lowdel: F. Jolly, S. Hutley. Passengers with Mr. C. N. Prentice: S. Hutley, Miss Spooner.

Two members have been launched solo this week, Mr. N. Creasy and Mr. S. Schofield. They both put up an excellent show. A number of pilot and associate members have been enrolled this week and our Committee has been compelled to restrict all flying to 15 mins. flights. The Hon. Lady Bailey visited us on Sunday last and lunched at the aerodrome. We are all delighted with the result of our first meet and wish to take this opportunity of thanking the numerous private owners and other clubs for their great help. We are sorry the Hampshire Club were unable to support us, we had hoped they would send a machine and deliver the "Opposum rug."

## YORKSHIRE AEROPLANE CLUB

REPORT for week ending November 5:—Flying time: 13 hrs. 35 mins. Instruction, 6 hrs. 30 mins.; soloists, 3 hrs. 45 mins.; passengers, 3 hrs. 20 mins.

Instruction (with Capt. Beck): Miss Watson, Messrs. Miller, H. Crowther, Evans, Waddington, Clayton, Sobey, Ellison, Ostler, Bell, Brown, M. Lax, Lister, Shires.

Solo instruction: Messrs. Lister, Ellison.

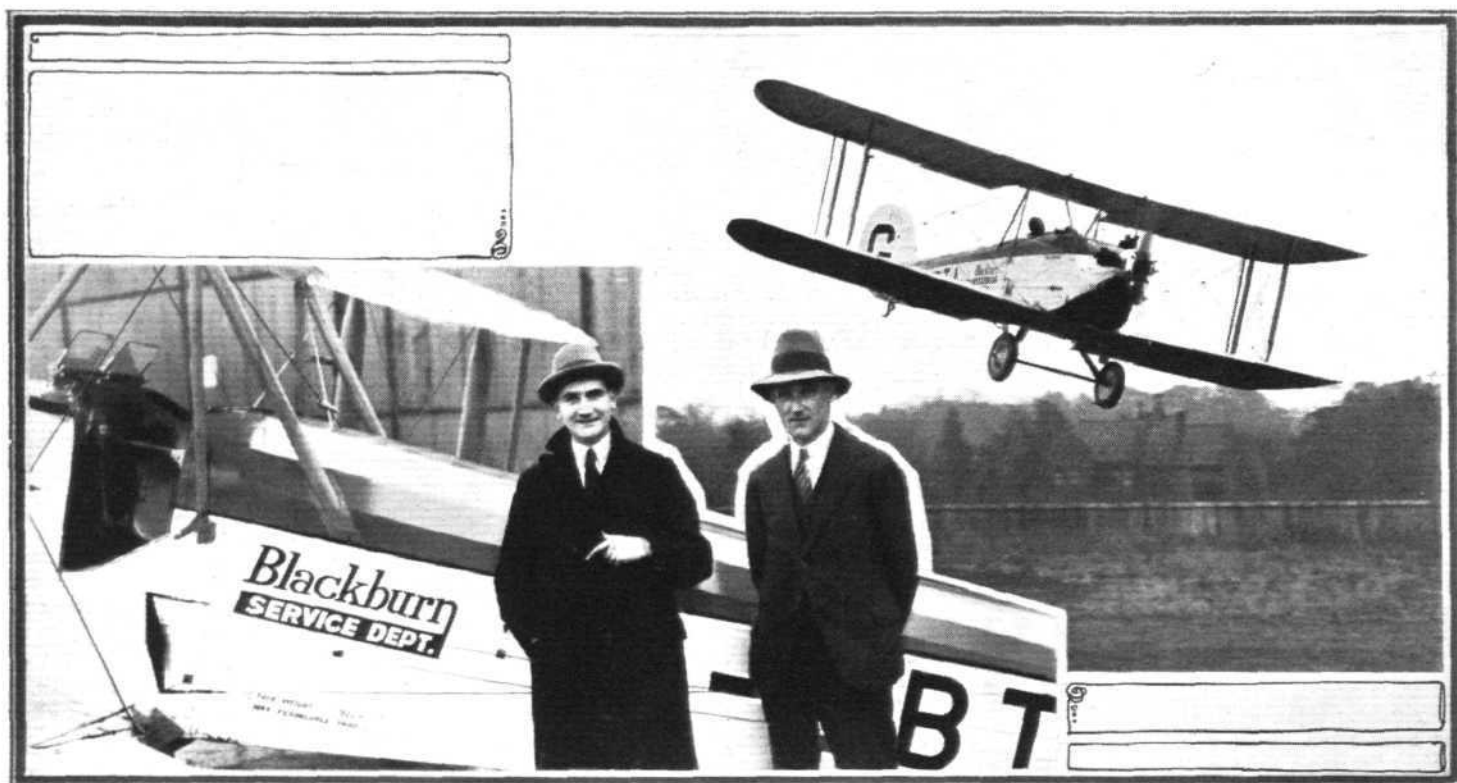
"A" pilots: Messrs. Thomson, Brackenbury, Norway, M. Lax.

Passengers (with Capt. Beck): Mr. Beazer; (with Mr. Thomson). Mr. Brackenbury; (with Mr. Brackenbury): Mr. Thomson.

The flying hours this week were cramped by almost incessant rain, which gave way at times to hurricanes and waterspouts. Half the aerodrome is under water, and the other half is mud, with the result that several would-be first-soloists had to postpone getting off. With anything which can be termed "weather" over the week-end, our instructor hopes to launch out no less than three pupils, as the club has three "Bluebirds," so each pupil can write off a machine.

six months' lecture tour in England. It will also be devoted to the purpose of conveying medical assistance to the scattered farms. The machine has been painted in silver and has purple struts, and it will bear the title "Church of England," on its fuselage. This minister has recently taken flying lessons with the London Aeroplane Club and he will also have a refresher course when he reaches Melbourne. The flight to his headquarters will be made about the beginning of next year.





["FLIGHT" Photographs]

**A "BLUEBIRD" ON TOUR :** During the past week Mr. Charles H. Blackburn and Lieut. A. M. Blake have been making a demonstration tour of Southern England on one of the new Blackburn "Bluebird II" machines with Armstrong-Siddeley "Genet" engine. Side-by-side seating is a feature of this machine. Note the door in the side of the fuselage.

## COL. CHARLES LINDBERGH'S OWN STORY\*

It will be a surprise to the numerous readers of Col. Lindbergh's own story that it is not devoted exclusively to his epic flight from America to Europe. But they will find immediate compensation in the intensely interesting account of his flying career which, although so thrilling, only began in 1922. Few flying men have made such a meteoric rise in aviation in such short time, and as we are as interested in the man as in his feats that have made him so prominent, he was therefore wise in giving us the story of his life. The early struggles he endured in order to follow his ambition are surprising. He has roughed it in a manner that somehow we had never been led to expect, after the impressions gathered from the flood of publicity about him. He joined a flying school in America in 1922, and when ready to solo he was unable to afford the bond imposed by the company to cover any possible damage to the machine. So he had to delay his solo flight for many months.

Meanwhile, he went all over the States "barnstorming" with another pilot. ("Barnstorming" is an equivalent term for our "joy-riding.") Lindbergh's particular job was to provide the hair-raising stunts, such as wing-walking, parachute descents, etc. When visiting a fair once, they found their field too far from the crowd, so to attract attention, they dropped a dummy from the air, which fell in a very lifelike manner. But the crowd did not respond with the expected curiosity, and then they discovered that a live competitor had dived off a machine into the Yellowstone River, which had been a far greater attraction!

In time Lindbergh bought his own machine, a "Jenny," fitted with a Curtiss OX-5 engine, and although he had still not flown solo, he took off one day, until the right wing dropped, then he decided to land. After a few weeks spent in practising, he started off across the States on his own "barnstorming" trip. He took up passengers who would faint to-day if they knew what little experience their pilot had had. He tried his first loops with a negro passenger on board, but although he got the "Jenny" on its back twice, he could not get it over; then he decided his method of looping was wrong. In accordance with pre-arranged plans, this negro had fluttered a red handkerchief over the cowl during the flight to assure his ground friends that he was enjoying himself. During the experimental looping, the fluttering stopped!

\* *We—Pilot and Plane.* By Charles A. Lindbergh. (Putnam: 7s. 6d. net.)

After these tours, which made him used to cross-country flying, he enlisted in the U.S. Army Air Service, and he gives us a very vivid account of the fine but severe flying training received. The standards compelled are so high that American Army pilots must, without exception, be extremely efficient. It was whilst flying in formation that his machine came into collision with another, and both pilots had to jump for safety with their parachutes. After obtaining his commission, he left the Service and filled in his time at "barnstorming" again, until joining a new air mail line between St. Louis and Chicago as chief pilot. Twice he was forced to abandon his machine at night on this service and drop with a parachute. He has saved his life on four occasions in this way.

In his book, Col. Lindbergh treats his Atlantic flight as a mere item in his adventurous career; devoting hardly more attention to it than to other events. He writes the whole book in bare, unadorned language, wasting no time on his thoughts and feelings which accrued during his most thrilling air experiences, and giving an undeviating straightforward story, that is extremely readable and will please the multitude immensely. It is a book that is remarkable for what is left out. Lindbergh is never introspective. Practical men rarely are. The introspective pilot would not live very long. Lindbergh treats his great ocean flight simply as a flight from here to there, not as a long, lonely, dangerous and hazardous adventure. Perhaps nothing gripped our imaginations so intensely at the time as that stage of this flight through the night over the vast, empty, fog-bound ocean; but Lindbergh effectively disposes of it in less than a page; telling us little more than that darkness set in at 8.15 p.m. and dawn broke at 1 a.m. That supreme moment when he first sighted Ireland, after those hours of blind progress through endless clouds of all densities, draws no exultation from him. In the written word he is strangely stoical. His story travels as fast as he flew, never pausing or diverting to discuss anything except the present, but despite his brevity, his tenacious clinging to facts rather than feelings, we somehow feel and respond to his vivid experiences just as easily. For they were of a nature that would touch and quicken the dullest imagination.

Col. Lindbergh is a great man, and he possesses a greatness that attracts our affection and not our fear. His simple, modest, unassuming narrative will enhance our regard for him.



### Great Flying-Boat Cruise

CONTINUING their long cruise to Australia, the R.A.F. "Southampton" flying-boats left Abukir on November 3 and arrived at Alexandretta the same day. Two days later, November 5, they went on towards Baghdad but were forced to spend the night at Ramadi owing to bad weather, and eventually reached Baghdad the next morning.

### R.A.F. African Flight

THE Fairey machines engaged on this new R.A.F. flight from Cairo down to Nigeria, reached Fort Lamy on November 4. Only two of the three machines arrived, however, and it is presumed that the other was left behind to repair some damage. This pair then went on to Kano on November 5 and the next day they reached Kaduna.

### The "Red Rose" Starts Again

THIS Avro "Avian" reached Baghdad safely on November 3, after a four days' flight from Cairo, during which it alighted in the desert at Rutba. Capt. Lancaster and Mrs. Keith Miller are on their way to Australia in this machine.

### German Far-East Attempt

AFTER beginning his flight in a Caspar biplane to the Far East with great promise, Herr K  nnecke, the German pilot, now seems to have become the victim of relentless misfortune. Following his recent long delay at Bander Abbas he flew to Karachi, which he left again on November 2, and subsequently gave cause for anxiety by his non-appearance for three days. Then, on November 5, news came through that he had reached Etawah, 175 miles from Allahabad, and that in this forced landing the tail of his machine was damaged. He started this flight to the East by a fine non-stop trip from Cologne to Angora, which naturally focussed much attention on him and his Caspar biplane. It is reported that he is suffering from fever in the jungle where his machine is being repaired with tools and material bought from native bazaars.

### French Far-East Return Flight

ON his return flight to Paris from Bangkok and Saigon, the French pilot, Capt. Challes, reached Karachi on November 5 in the evening and went on to Bander Abbas the next day. He is accompanied by a mechanic, M. Rapin, and is flying a Potez 25, fitted with a 450 h.p. Lorraine engine.

### Italy's Speed Record

MAJOR DE BERNARDI, the Italian pilot, who needs no introduction to our readers, has helped to restore Italy's prestige in aviation by creating the record speed of 296.82 m.p.h. on the Macchi 52 seaplane, the machine which he flew in the Schneider Trophy Race. The record was made at the Lido on November 5 in the presence of the British, American and French Air Attaches, and under the auspices of the Italian Aero Club. On Oct. 22 last Major de Bernardi made a similar attempt and was reported to have reached 298 m.p.h., but the foreign Air Attaches did not witness this and Italy did not send the result to the International Aeronautical Federation; preferring that their attacks should be seen by impartial witnesses. Flight-Lieut. Webster's average speed which gave us the speed record in the great race was 281.54 m.p.h. Thus the Italian has beaten this by 15½ m.p.h. in his official attempt.

### American Speed Claim

LIEUT. A. J. WILLIAMS, U.S.N., is reported to have reached a speed of 322.6 m.p.h. in the machine he had intended flying for the Schneider Trophy. He had changed the landing chassis for floats and timed himself in the flight with the aid of a stop watch which was hung round his neck. This event took place on November 6 at Mitchell Field, Long Island, and was merely a test of the speed capacity of the machine. An official attempt on the record will now be made. The engine, a Packard X 1,250 h.p., is to be replaced by a 1,400 h.p. engine.

### German Atlantic Flights

THE second German seaplane (the Heinkel D.1220) reached the Azores at Horta from Lisbon on November 4, so that now both machines are together and waiting for fine weather to carry on to Newfoundland. The first machine has been held up for some time now. These German attempts at this time of the year are remarkable, and the methodical preparations and consequent success seems to be receiving very little attention as compared with the publicity awarded the recent American spectacular and abortive flights.

### American Balloon Fatality

THE American balloon aeronaut, Capt. Hawthorne C. Gray, was found dead in the basket of his wrecked balloon

on November 5 at Sparta, Tennessee. He had left Scott Field, Illinois, U.S., with the object of establishing an altitude record, and the place where his body was discovered was 310 miles away. In his diary, the last entry was made at 3.15 p.m. Friday. It ran, "40,000 ft. Sand all gone." (The cause of his death is at present a mystery.)

### 100-Passenger Air Liner

IT is reported that an aeroplane capable of carrying 100 passengers, and having a lifting capacity of 50-ft. tons, has been built in America. The wing span is 200 ft., and length of machine 90 ft. Sixteen Liberty engines, developing 7,200 h.p., and weighing seven tons, are installed, being grouped in pairs on each side of the fuselage and also in the nose. The cabin is apparently designed in two tiers, one above the other. The constructor is Mr. A. W. Lawson.

### Paris-New York Air Service

THE *Times* Paris correspondent states that it is reported that M. Louis Bl  riot is considering the proposal of bridging the Atlantic from Paris to New York with an experimental air service next year. Taking a course *via* the Azores, the machines will carry mails first, until such reliability has been proved as to make passenger carrying safe.

### New Italian Air Attache

GENERAL GUIDONI, the Italian Air Attache in London, is returning to Italy to take up the post of General Director of Air Construction. A private luncheon at the Savoy Hotel on November 4, was given in his honour. Mr. T. O. M. Sopwith presided, and the gathering included representatives of the Royal Aero Club, the Royal Aeronautical Society, and British aviation generally. General Guidoni's successor will be General R. Verduzio.

### Mrs. Grayson's New Pilot

MRS. F. GRAYSON, the American woman who has made several futile attempts to cross the Atlantic recently, has offered the position of pilot to Mr. Bert Balchen, who accompanied Commander Byrd on his Atlantic flight this year. Mr. Balchen has tentatively accepted the offer, and will make his final decision after testing her machine, the "Dawn." Mr. Clarence Chamberlin tested this machine recently, and reported favourably upon it.

### Still They Come!

COL. A. C. GOEBEL, who won the Hawaii Air Derby this year with Lieut. W. V. Davis, is going to fly the Atlantic in a multi-engined amphibian machine of his own design, and will be directed by wireless beacons erected both sides of the ocean.

### Death of French Aircraft Designer

IT is with regret that we have to record this week the death, as a result of an automobile accident, of M. Jean Hubert, chief designer of the S.L.M.B. Company. M. Hubert, it may be recollected, was the designer of the Bernard-"Ferbois" monoplane, which, for more than three years, held the world's speed record of 278.4 m.p.h., established by Adjutant Bonnet, and which was first beaten by Lieut. Webster in the Schneider race on a Supermarine-Napier S.5, and, more recently, by Major de Bernardi on a Macchi.

### Carrying Coals to Newcastle

WITH such famous radial air-cooled engines as the Wright "Whirlwind" to her credit, it might have been thought that America was in no need of foreign talent in this branch of aero engine design. However, Mr. T. Claude Ryan, who recently severed his connection with Ryan Airlines, the firm that built Col. Lindbergh's monoplane, has entered into an agreement with the German Siemens-Halske firm for the exclusive American rights to build and sell the Siemens-Halske engines. These engines will be known in America as the Ryan-Siemens engines, and the company formed by Mr. Ryan for the purpose of exploiting the German engines will be known as the Ryan Aeronautical Corporation, with headquarters at 413-416, Union Building, San Diego, California. The new company will concentrate on three models, *i.e.*, the 70, 100 and 125 h.p. types.

### A New Air Mail Leaflet

WITH the arrival of Winter and the consequent alterations to the various air mail services, it should be noted that a new Air Mail Leaflet has just been issued by the G.P.O., in which particulars of alterations and suspensions are given. Copies may be obtained, free, from any head or branch post office, or from the Secretary (Air Mails), G.P.O.



# THE ROYAL AIR FORCE

London Gazette, November 1, 1927.

## General Duties Branch

The following are granted permanent commissions in the ranks stated (Nov. 1):—*Flight-Lieuts.*—F. E. Bond, E. S. Moulton-Barrett, F. L. Pearce. *Flying Officers.*—C. H. Brill, J. M. Burd, M.C., R. A. A. Cole, C. F. H. Grace, J. V. Kelly, F. J. O'Doherty.

N. A. Pearce is granted a permanent commn. as Pilot Officer, with effect from Sept. 24, and with seniority of Sept. 24, 1926. The following Pilot Officer are promoted to rank of Flying Officer:—C. D. Graham Welch (July 6); T. B. Byrne (July 12); J. H. Harris, G. H. Shaw, M. A. Smyth, L. R. Stokes, G. A. V. Tyson (Sept. 13).

Flying Officer R. F. Overbury is transferred to Reserve, Class A. (Nov. 2); Squad.-Ldr. A. J. Butler, O.B.E., M.C., A.F.C., is placed on retired list (Oct. 28); Flight-Lieut. J. K. A. Jeakes, D.F.C., is placed on retired list at his own request (Nov. 2); Pilot Officer P. L. A. Berthon is placed on retired list on account of ill-health (Nov. 2); Flying Officer (Hon. Flight-Lieut.) T. K. Burton (Capt., The Camerons) relinquishes his temp. commn. on return to Army duty (Oct. 23); Flying Officer F. A. Briggs resigns his short service commn. (Oct. 27). The short service commns. of the following Pilot Officers on probation are terminated on cessation of duty:—J. A. Rogers (Oct. 29) A. S. Barry (Nov. 1).

## ROYAL AIR FORCE INTELLIGENCE

**Appointments.**—The following appointments in the Royal Air Force are notified:—

### General Duties Branch

Wing Commander A. S. Barratt, C.M.G., M.C., to R.A.F. Depot, Uxbridge, Supernumerary pending posting on transfer to Home Establt., 13.9.27.

*Squadron Leaders:* F. Fowler, D.S.C., A.F.C., to R.A.F. Station, Donibristle, 30.10.27. J. T. Whittaker, M.C., to No. 28 Sqdn., India, 16.9.27. C. E. H. James, M.C., to No. 15 Sqdn., Martlesham Heath, 7.11.27.

*Flight Lieutenants:* A. H. Goldie, to R.A.F. Depot, Uxbridge, 2.11.27. L. N. Hollinghurst, D.F.C., to No. 26 Sqdn., Catterick, 5.11.27. H. L. Rough, D.F.C., to No. 1 Sch. of Tech. Training (Apprentices), Halton, 2.11.27. W. H. Markham, to No. 39 Sqdn., Spittlegate, 29.10.27. C. H. Flinn, to No. 4 Flying Training Sch., Egypt, 16.10.27.

*Flying Officers:* E. B. Addison, to Sch. of Photography, Farnborough, 25.10.27. T. Sullivan and G. R. A. Pallin, to R.A.F. Depot, Uxbridge, 15.10.27. R. C. Wansbrough, to No. 4 Sqdn., Farnborough, 27.10.27. V. H. Clift, to Marine Aircraft Experimental Establt., Felixstowe, 12.10.27. J. H. Woodin, to Heliopolis Details, Middle East, 13.10.27. T. H. Finney, to R.A.F. Depot, Uxbridge, 26.10.27. G. C. A. Armstrong, to R.A.F. Training Base, Leuchars, 31.10.27.

Pilot Officer J. E. M. Bainbridge, to Elec. and Wireless Sch., Flowerdown, on appointment to a Permanent Commn., 1.11.27.

## Short Service Officers Required for Flying Duties in Royal Air Force

The Air Ministry announces a considerable number of short service commissions (for five years on the active list and four in the reserve) will be granted in December, and the Air Ministry is prepared to consider applications now from candidates between 18 and 25 who wish to fly, are well-educated and of good eyesight and physique. Those accepted after interview at the Air Ministry by a selection committee and a medical board enter as pilot officers on probation, and after training in this country or in Egypt are employed at home or in the Middle East, India, or other overseas commands of the Royal Air Force. This opportunity to see the world, to learn to fly and to master the technical side of air work will appeal to young men of spirit and especially those who have a bent towards mechanical studies.

Pay on entry amounts to about £273 a year and officers receive free quarters, fuel, light, rations and part use of servant, or, where these are not available, cash allowances in lieu amounting at present rates to about £141 a year. After 18 months qualified officers are promoted to flying officer and their pay is increased to about £343 a year. On transfer to the reserve, when the five years' service has been completed, officers receive a gratuity of £375.

A strictly limited number of short service officers are retained in the service, a competitive examination being held annually, open to officers who are recommended and satisfy certain conditions as to age and service. Those successful at this examination are trained in aeronautical engineering or other specialist subject with a view to being granted permanent commissions. The majority of officers are not, of course, retained permanently but pass to the reserve on completing five years' service.

Facilities are available to assist them to obtain civil employment, and while on the active list they receive every encouragement to continue their studies by reading, by correspondence courses provided and supervised by Air Force educational staff and by practical work in squadron workshops.

Applications for forms and regulations should be made to the Secretary, Air Ministry, Kingsway, London, W.C.2.

## AIR MINISTRY NOTICES

### Index—October 15, 1927

It is notified that the Index dated May 1, 1927, is cancelled, and a new index has been issued, dated October 15, 1927, which sets out (1) all cancelled Notices from 1920 to 1927; (2) Operative notices (General and Foreign).

The cancelled notices include (a) Notices which are cancelled through incorporation in the Air Pilot or Air Pilot Monthly Supplements; (b) Notices notified as cancelled previously, or which need no longer be retained.

### NOTICE TO GROUND ENGINEERS

#### Box Spars in D.H.4 and D.H.9 Aircraft

1. The stripping and examination of box spars called for herein must be

## The Royal Air Force Memorial Fund

THE usual meeting of the Grants Sub-Committee of the Fund was held at Iddesleigh House, November 3. Lieut. Comdr. H. E. Perrin was in the Chair, and the other Members

## Stores Branch

The following Pilot Officers on probation are confirmed in rank and promoted to rank of Flying Officer (Oct. 9): J. E. R. Sowman, O. W. T. Rogers, A. A. Quayle, W. A. D. Collingwood, R. B. Horstmann, R. B. Brown, T. I. Iliff, C. J. Nobbs, H. D. Jackman, E. H. Walker. Pilot Officer on probation C. L. Gilbert is confirmed in rank and promoted to rank of Flying Officer with effect from Oct. 16, and with seniority of Oct. 9; Flight-Lieut. C. E. Cullen is placed on retired list (Oct. 30).

## Memorandum

2nd Lieut. J. A. Payne, D.C.M., is deprived of permission to retain rank on conviction by the Civil Power (Oct. 11).

## Reserve of Air Force Officers

The following are granted commns. in Class A.A. as Pilot Officers on probation:—E. M. Badley (Oct. 20); J. I. Muir (Oct. 24). Flying Officer E. H. Allott is transferred from Class C. to Class A. (Oct. 14); Flying Officer A. R. Latham is transferred from Class A. to Class B. (Sept. 19). The following Flying Officers are transferred from Class A. to Class C.:—G. Terrell (Oct. 23); G. M. Trundle (Oct. 27). Flying Officer C. E. Welsh is transferred from Class B. to Class C. (Sept. 18); Flight-Lieut. C. McC. Jones, M.A., is transferred from Class Dii. to Class Di. (Oct. 29). *Gazettes* Feb. 8 and May 10 concerning Flying Officer B. A. Davy are cancelled.

## Stores Branch

*Flying Officers:* W. H. Bowden, to R.A.F. Station, Tangmere, 24.10.27. F. W. Taylor, to R.A.F. Station, Worthy Down, 7.11.27. G. J. Maygothling, to R.A.F. Depot, Egypt, 16.10.27.

*Pilot Officers:* C. I. Fry, to No. 12 Sqdn., Andover, 27.10.27. H. D. Jackman, to No. 13 Sqdn., Andover, 1.11.27.

## Accountant Branch

Flight Lieut. J. M. Adams, to H.Q., Middle East, 17.10.27.

## Medical Branch

*Squadron Leader* A. E. Barr-Sim, M.B., to R.A.F. Depot, Uxbridge, 24.10.27. *Flight-Lieut.* J. D. Leahy, M.C., M.B., B.A., to H.Q., Air Defence of Great Britain, Uxbridge, 28.10.27.

*Flying Officers:* R. G. Freeman, to R.A.F. Depot, Uxbridge, instead of to No. 26 Sqdn. as previously notified, 17.10.27. J. M. Ritchie, M.B., to No. 2 Flying Training Sch., Digby, 28.10.27.

## Chaplains' Branch

Revd. G. L. Robinson, D.S.O., to No. 45 Sqdn., Egypt, 21.10.27. Revd. J. G. Stephens, B.A., to H.Q., Transjordan and Palestine, 16.10.27.

## NAVAL APPOINTMENT

The following appointment was made by the Admiralty on November 5:—Lieut. (Flying Officer, R.A.F.).—P. B. McDonald, attachment to R.A.F. for period "A," terminated (Oct. 23).

carried out before any D.H.4 or D.H.9 aircraft is submitted for re-inspection for renewal of Certificate of Airworthiness.

2. In addition to the inspection of box spars called for in Notice to Ground Engineers No. 1 of the year 1925, it will be necessary for the main planes to be opened up sufficiently and the binding of the spars removed locally to establish that the butt joints in the flanges and webs are in accordance with Drawings A.D.1415 and A.D.1416 in type and position, and that such joints are in good condition. Any planes found to contain open or defective joints in the box spars shall be replaced. The joints on serviceable spars shall be re-sealed by means of glued-on tape.

3. Previous to any spare plane, containing box spars, being fitted to the above types of aircraft, the inspectional requirements of the preceding paragraph must be met.

4. No Certificate of Airworthiness will be issued or renewed in respect of any aircraft of the above types, constructed or overhauled subsequent to the date of issue of this Notice, unless the above precautions have been observed. (No. 5 of 1927.)

## "THE ROYAL AERONAUTICAL SOCIETY" WITH WHICH IS INCORPORATED "THE INSTITUTION OF AERONAUTICAL ENGINEERS"

### Official Notice.

A DINNER was given at the Army & Navy Club by the Council of the Royal Aeronautical Society to Colonel the Master of Sempill on November 8, as a mark of appreciation of the immensely valuable services which he has rendered to the Society during the period he has been Chairman. The Master of Sempill received, in July last, the unusual honour of being unanimously elected by the Council Chairman of the Society for a second year in succession. During his term of office, and largely due to his genial and tactful personality, the long-drawn-out negotiations between the Society and the Institution of Aeronautical Engineers were brought to a happy conclusion after four years.

Among those present at the dinner were:—Colonel the Master of Sempill Air Vice-Marshal Sir W. Sefton Branccker, Captain P. D. Acland, Mr. Griffith Brewer, Major D. H. Kennedy, Mr. A. E. L. Chorlton, Mr. C. R. Fahey, Captain G. T. R. Hill, Mr. J. E. Hodgson, Mr. H. B. Irving, Mr. W. O. Manning, Major R. H. Mayo, Lieut.-Col. M. O'Gorman, Mr. F. Handley Page, Mr. J. Laurence Pritchard, Major G. H. Scott, Major T. O. M. Sopwith, Sir Vyell Vyvyan, Dr. H. C. Watts, Mr. R. McKinnon Wood.

J. LAURENCE PRITCHARD,  
Secretary.

of the Committee present were:—Mrs. L. M. K. Pratt-Barlow, O.B.E., Mr. W. S. Field, Squad.-Ldr. Douglas Iron, O.B.E. The Committee considered in all 12 cases, and made grants to the amount of £192 8s.

## AIR POST STAMPS

By DOUGLAS B. ARMSTRONG  
(Editor of "The Stamp Collector")  
German Trans-Atlantic Mail

ANOTHER recent instance of an air mail that failed to reach its destination is afforded by the 2,500 letters (at 25 marks apiece) and 1,200 post-cards (at 12 marks) made up by the German Post Office for transmission to America by the abortive flight of the aeroplanes "Bremen" and "Europa" last July. It is understood that at present this mail is being held up by the postal authorities pending a further attempt by German aviators to cross the Atlantic.

### "Sir John Carling" Air Mail Vignettes

A MELANCHOLY interest surrounds some private air post vignettes which are said to have been prepared for use upon the special mail from London (Canada) to London (England) by the ill-fated aeroplane, "Sir John Carling." Of the nominal value 25 cents, and printed in light green, the design shows a map of the coast-lines of Canada and England with the missing aeroplane between the portraits of the aviators Tully and Metcalfe inset. A special cachet was also provided with the inscription "Air Mail. London, Canada, to London, England, 1927." Letters for the King and high officials of the Government are understood to have been included in the mail, which presumably went down with the "Sir John Carling."

### Rising Air Post Values

THE creation of a new high record by the "Hawker" air mail stamp at £75, as well as other recent advances in the current values of scarce air post items, have rendered obsolete many of the prices given in the last editions of the air post catalogues. Collectors will therefore welcome the announcement that a revised edition of the leading British guide to values is now in active preparation and will be published early in the New Year. It is certain to contain many surprises so that collectors will be well advised to pick up as many items as possible at ruling prices.

### Hungary's New Aero Stamps

NEW issues of stamps for aerial postage reflect the growth of the air mail service in many lands. The latest Hungarian issue forms a striking series embracing two highly artistic designs, the first of which, by Johan Palinkas, depicts the legendary Turul bird of the Magyars flying over the Tatra mountains, with the sun shining upon the Apostolic double-cross in the background. It is reproduced in traverse rectangular format upon the aero stamps of 12 filler green, 16 f. brown, 20 f. red, 32 f. red-lilac, and 40 f. blue. The second motif is the work of Prof. Eugen Haranghy, and represents Mercury, messenger of the gods, speeding through the air upon a Turul's back and sounding his post-horn. Beneath the figure appears a view of the mountains of Burgenland. This vignette, printed in upright rectangular format, adorns the denominations 50 filler rosy brown, 72 f. sepia, and 80 f. violet. The stamps are recess printed, the original dies having been engraved by the veteran Prof. Schirnbock, of the State Printing Works, Vienna, although the actual impression was carried out at Budapest. The values are in the new "Pengo" currency.

### Answers to Correspondents

(R. F. T. G., Long Eaton.) The value of your Siege of Paris balloon post cover depends largely upon the type and date of use. Prices range from 10s. 6d. to as much as £3 for covers in a good state of preservation.

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### PERSONALS

#### Married

B. R. FREEMAN (Flying Officer, R.A.F.), son of the late Commander Freeman, R.N., was married, on October 26, at All Saints, Knightsbridge, to MURIEL AILEEN, younger daughter of the late G. T. and Mrs. TREHARNE, Acryse Manor, Elham, near Canterbury.

The marriage took place on October 27, at St. Peter's, Cranley Gardens, London, between SPOK-LDR. ARTHUR LESLIE GREGORY, M.B.E., M.C., son of the late Mr. and Mrs. Arthur Gregory, of Staines, and FREDIA MAUD, elder daughter of Mr. and Mrs. F. J. OAKLEY, of White Lodge, Bullington, Sutton Scotney, Hants.

FLIGHT-LIEUT. EDGAR ARNOTT HODGSON, R.A.F., son of the late Mr. M. Hodgson and of Mrs. Hodgson, Harton, was married on November 4, at Hurst Parish Church, Berks, to HILDA ST. CLAIR, daughter of the late MAJ. ADAMS CLARK and Mrs. Adams Clark, Winnersh, Berks.

#### To be Married

The engagement is announced between FLIGHT-LIEUT. EUGENE J. McLOUGHLIN, eldest son of the late Eugene McLoughlin and Mrs. McLoughlin, of 10, Falkland House, Cheniston Gardens, W.8, and Miss FERDINAND MARY (FERDIE), eldest daughter of Mr. and Mrs. JOHN DORMER, of 40, Prince's Gardens, S.W.7.

## PUBLICATIONS RECEIVED

*Annual Report of the Meteorological Committee to the Air Council for the Year ended March 31, 1927.* Air Ministry. M.O. 298. H.M. Stationery Office, Kingsway, London, W.C.2. Price 2s. net.

*Aeronautical Research Committee Reports and Memoranda: No. 1094 (Ae. 273).*—A Full Scale Determination of the Angle of Downwash Below an Aeroplane. By E. T. Jones. April, 1927. Price 6d. net. No. 1096 (Ae. 275).—Full Scale Measurements of Lift and Drag of the Fokker F.VII.-3M Monoplane. By J. K. Hardy, B.A. April, 1927. Price 6d. net. H.M. Stationery Office, Kingsway, London, W.C.2.

*Professional Papers of the Air Survey Committee. No. 3.*—Simple Methods of Surveying from Air Photographs. By Lieut. M. Hotine, R.E. The War Office. H.M. Stationery Office, Kingsway, London, W.C.2. Price 3s. 6d. net.

*Aeronautical Research Committee Reports and Memoranda: No. 1086 (Ae. 265).*—Wind-Tunnel Tests with High Tip Speed Airscrews: The Characteristics of the Aerofoil Section R.A.F. 31A at High Speeds. By G. P. Douglas and W. G. A. Perring. January, 1927. Price 1s. 6d. net. No. 1099 (E. 25).—A Discussion of the Law of Variation of Engine Power with Height. By H. Glauert. March, 1927. Price 4d. net. H.M. Stationery Office, Kingsway, London, W.C.2.

*Aeronautical Research Committee Reports and Memoranda: No. 1101 (Ae. 279).*—Full-Scale Tests of a Bristol Fighter with Slot and Aileron Control operated by a Differential Link Mechanism. By H. M. Garner. May, 1927. Price 4d. net. No. 1061 (Ae. 244).—The Distribution of Normal Pressures on a Prolate Spheroid. By R. Jones. December, 1925. Price 3s. net. H.M. Stationery Office, Kingsway, London, W.C.2.

*Sprazzie Bagliori.* Vol. IV. No. 9. October, 1927. Magneti Marelli, Sesto S. Giovanni, Milan, Italy.

*Airplane Design: Aerodynamics.* By Edward P. Warner, A.B., M.S. McGraw-Hill Publishing Co., Ltd., 6-8, Bouverie Street, London, E.C.4. Price 37s. 6d. net.

*The Old Flying Days.* By Major C. C. Turner. Sampson Low, Marston and Co., Ltd., 100, Southwark Street, London, S.E. Price 21s. net.

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### NEW COMPANY REGISTERED

AIR COMMUNICATIONS, LTD.—Capital £100, in 1s. shares. Manufacturers and repairers of, and dealers in, aeroplanes, airships, air 'buses, and all other machines or devices for aerial navigation, etc. The first directors are not named. Secretary: J. Wilkins.

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### AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

#### APPLIED FOR IN 1926

Published November 10, 1927

24,194. H. LEITNER. Screw-propellers. (278,874.)  
30,444. E. O. TIPS. Struts for use on aircraft. (278,915.)

#### APPLIED FOR IN 1927

Published November 10, 1927

1,877. G. P. GOLDSCHMIDT. Vector computing apparatus for aerial navigation. (278,933.)  
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